

CALL FOR APPLICATIONS FOR ALASKA COMMUNITY TRANSPORTATION HUMAN SERVICES PROJECTS: (PLANNING, START-UP, MOBILITY MANAGEMENT, CAPITAL AND PURCHASE OF SERVICES) REIMBURSEMENT GRANTS

GRANT APPLICATIONS DUE BY 11:59 P.M. January 31, 2011



TOTAL FUNDING AVAILABLE STATE LEVEL (MINUS ANCHORAGE): Amounts are estimates pending appropriation from Congress.

- Federal Transit Administration (FTA) Section 5310 Capital Grants (including STP transfer)
\$200,000 SFY 2011
- Alaska Mental Health Trust (AMHT) Planning, Operating and Capital Grants
\$675,000 SFY 2011
- FTA Section 5316 JARC Capital and Operating Grants
\$88,000 FFY 2010 and FFY 2011
- FTA Section 5317 New Freedom Capital and Operating Grants
\$48,000 FFY 2010 and FFY 2011

**CURRENT SCHEDULE FOR GRANT PROCESS
AND
RECEIPT OF FUNDS**

SFY2012 HUMAN SERVICES/CAPITAL, POS, START-UP, PLANNING, MOBILITY MANAGEMENT TIMELINE	
DATE	TASK
11/02/10	Notice of Availability and Application placed on website and State Online Public Notice
11/16/10	Teleconference/webinar for grant related questions, etc.
11/19/10	Distribution of responses to teleconference/webinar
12/21/10	Deadline for questions pertaining to applications
01/31/11	All applications due
02/04/11	Post list of agencies submitting applications on website
02/15/11	PEC (Proposal Evaluation Committee) meeting
02/22/11	Post results to web and provide public notice
03/01/11	Email notification to all applicants, funded or not
06/15/11	Agreements (including necessary attachments such as Certifications and Assurances) and electronic Billing Summaries to sub-recipients

INDIVIDUAL GRANT PROGRAM DESCRIPTIONS

- **Elderly & Persons with Disabilities Program - FTA Section 5310** provides funding for the purpose of assisting private nonprofit groups or approved governmental entities in meeting the transportation needs of the elderly and persons with disabilities when the existing public transportation service provided is inadequate to meeting these needs. This program particularly emphasizes coordination with other federal transportation programs. The State Transit Office is responsible for administering the program. Local 20% match is required for vehicles and equipment, which means cash. Rider contributions, donated costs from transportation companies, and other resources such as state and non-USDOT federal funds can be used as match for funding requests for purchasing rides from a transportation provider. Since Alaska was chosen to conduct a 5310 pilot operating (fuel) program, special operating funds with a required local cash match of 43.14% are also available for fuel reimbursement incentive grants. This special funding is to encourage coordination activities.
- **Jobs Access & Reverse Commute – FTA Section 5316** funding supports transportation services designed to provide job related transportation to welfare recipients and low-income populations. Besides financing planning and capital projects and operating costs, this fund may be used by employers or human/social service organizations to purchase transportation services from transportation providers. Eligible applicants include private for-profit providers of public transportation. Local 20% match is required for capital projects and a 50% match is required for operating projects.
- **New Freedom – FTA Section 5317** funding is provided to encourage services and facility improvements that go beyond those required by the Americans with Disabilities Act to address the transportation needs of persons with disabilities. Eligible applicants include private for-profit providers of public transportation. Local 20% match is required for capital projects and a 50% match is required for operating projects.
 - **Alaska Mental Health Trust** – These transportation funds, administered through Alaska DOT, are used to increase the mobility of the four Trust beneficiary groups <http://www.mhtrust.org/index.cfm?section=About-Us&page=Trust-Beneficiaries> This grant encourages coordination among transportation agencies, although it also supports limited or non-coordinated transportation services if coordination is not feasible. The funds may be used to support planning and startup costs of new coordinated systems, new transit systems, new transit programs, vehicles and equipment, purchase of rides or vouchers, and match for federal projects. AMHT funds generally require a 20% match and may be used to match other grants.

HOW TO PROCEED

- ✓ Step 1. Go to <http://dot.alaska.gov/stwdplng/transit/coordinated.shtml> Contact Stephanie Bushong to determine if your community has a current coordination plan. See the lead agency link on the Coordinated Community Transportation Plans page on the State Transit website (link above) to contact the lead agency in your community. If no coordination plan exists for your community, see guidelines for developing the required plan (using the link above) and contact Stephanie at (907) 465-2780 or stephanie.bushong@alaska.gov
- ✓ Step 2. Go to http://www.dot.state.ak.us/stwdplng/transit/Alaska_Transit/index.cfm
- ✓ Step 3. Click on link to register for first time user or log in using your user name and password.
- ✓ Step 4. After logging in create or update agency profile and capital inventor.
- ✓ Step 5. Complete and submit the General Qualifying Application for your agency. This only needs to be completed once for this grant cycle.
- ✓ Step 6. Participate in pre-submission Q & A session on November 16, 2010 about the application process.
- ✓ Step 7. Contact State Transit Office for assistance.

ELIGIBLE PROJECTS

Purchase of Services

- Purchase of trips for people who experience disabilities, who are seniors, or who are low-income (150% of poverty level) seeking work and job-support transportation
- Purchase of trips for the same categories of clients through the use of private for-profit contractors like taxi companies or non-profit contractors using vouchers or other means of establishing eligibility and payment

NOTE: Programs like these will establish a cost per ride and billing system based on trips consistent with the other Purchase of Services projects awarded funds. Reimbursement under the grants is only by trips documented, by the cost per trip established in the approved application with proper documentation of expenses cited in the application. All projects with private for-profit

contractors require follow-up monitoring by agencies serving vulnerable populations, as determined by the State Transit Office (Community Transportation).

- Technology (both hardware and software) to assist in tracking, billing, and reporting trips for the Purchase of Services projects above

Mobility Management

- Only those agencies in a community with an existing Public Transit - Human Services Coordination Plan are eligible to apply for Mobility Manager Projects. The project should be supported by strategies in the existing plan and listed in an updated project list adopted by resolution. Mobility Manager projects can extend up to 3 years total. State Transit Office statewide objectives for mobility manager projects include: increasing the access and convenience to transportation services for customers; increasing the number of rides, options for transport, and quality of service delivered for the investments made; directing customers to the least-costly appropriate rides for overall efficiency; and increasing the number of interagency cooperative coordination agreements. In competition for funding, the development of one-call dispatch centers is rated highly.
- With this application you may apply for up to 1 year of continuous funding for Mobility Management and Start-Up projects. The State Transit Office recognizes that Mobility Management and Start-Up projects may require up to 3 years to implement the changes necessary. Funding of the Mobility Management projects does not decline over the 3 year period, but the final year's activities should include lining up the resources necessary to sustain the changes made.

Start-Up

- Awards fund short-term administrative costs in the set-up, or operations and initial delivery, of new public transit services or new types of human services transportation (e.g. voucher program, non-medical stretcher service, jobs access program, etc). Start-Up projects may extend up to 3 years total with increasing local contribution and documentation of how the program will be sustained after start-up. In the case of Start-Up projects (only funded by the Alaska Mental Health Trust), funding beyond the first year is in declining amounts, as the local contribution increases.

Capital

- New/Expansion vehicles
- Replacement vehicles
- Equipment (computer software, computer hardware, MDT's, cameras, fare boxes etc.)

- Fuel reimbursement incentive project (5310 pilot operating fuel program). To be eligible for this funding, the applicant must have a Memorandum of Agreement (coordination agreement) with an agency partner sharing the vehicle in the application or providing rides for clients from multiple agencies by agreement with the vehicle in the application. Please see the Transit website for sample agreements.

Planning

Program development projects consist of planning, coordination, or other activities to address the needs of the applicant and/or the community they serve. Examples of eligible program development projects include, but are not limited to:

- Local or regional marketing plan for special needs or rural public transportation.
 - Development of a local or regional coordination plan (see [Appendix C](#) for information).
 - Agency financial and operating plan.
 - Updating Comprehensive Transportation Plan.
 - Mobility management.
- Due to the current focus on the coordination plans, AKDOT will award grants for planning activities based on the availability of funds.

MATCH

All projects require at least a 20% match from non-DOT federal sources or other sources, except those funded through the Alaska Mental Health Trust, which can be used to fund the match for federal funds. Higher matches score higher. Match can be from both cash and in-kind sources:

The local share may be provided from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, a service agreement with a State or local service agency or private social service organization, or new capital. Some examples of these sources of local match include: State or local appropriations; dedicated tax revenues; private donations; revenue from service contracts; toll revenue credits; and net income generated from advertising and concessions. ***Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a capital cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.*** In addition, the local share may be derived from Federal programs that are eligible to be expended for transportation, other than DOT programs, or from DOT's Federal Lands Highway Program. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

In-Kind Match

In-kind contributions are the value of non-cash contributions for real property, equipment, and the value of goods and services directly benefiting and specifically identifiable to the project. In-kind contributions must be included as project costs and the value of the services must be documented. In kind contributions must be pre-approved in writing by AKDOT&PF prior to the start of your project.

Note: Cash and In kind contributions used as match for this grant application may not be used toward satisfying a cost-sharing or matching requirement of another federal grant agreement, procurement, contract or any other award of federal funds. You will need to maintain records sufficient to verify this fact.

APPLICATION STEPS

- **Part one**, Coordinated Plan meetings where projects have been identified and ranked with all other projects and adoption by local government resolution or motion supporting ranked projects **before the closing date of the application**, completion of updated Agency Profile (**as of July 1, 2010**) and Capital Inventory (**as of July 1, 2010**), and submittal of Qualifying Application.
- **Part two**, Individual Project Applications submitted by due dates announced on DOT transit website and by public notices. Applications must be completed and submitted online. Applications can accommodate more than one project

Contact **Jessica DeBartolo**, the grants manager for these funding programs, with any questions at
Phone: 907-465-6978 or jessica.debartolo@alaska.gov

PUBLIC REVIEW AND REQUIRED COORDINATION PLANS

FTA requires that all projects must be derived from strategies in a locally-developed Public Transit-Human Services Community Coordination Plan (Coordination Plan). Please see the website <http://dot.alaska.gov/stwdplng/transit/coordinated.shtml> for more information on the Coordinated Plans. If you community does not have a coordinated plan you are not eligible for funding until this is completed. Please contact Stephanie Bushong (907) 465-2780 or stephanie.bushong@alaska.gov for assistance in creating a coordinated plan.

- If internet access is unavailable please contact us.
- Coordination Plans with accompanying project descriptions, with assigned priorities (numeric ranking 1-?) for funding, must be approved or endorsed by **an elected body** (city, borough, tribal government) with jurisdiction in the service area of the plan in a

general meeting after opportunity for public hearing or comment specifically directed to the plan as an agenda item. **Projects are current** if they are ranked and listed with all other projects and endorsed by resolution or motion sometime in the 12 months preceding the application deadline. In the case of an urban area Municipal Planning Organization (MPO), the plan and prioritized projects must be approved by the Policy Committee of the MPO and added to the Long-Range Transportation Plan and the projects added to the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

- Public Notice preceding the meeting of adoption of the resolution of support must follow the official notice requirements of the jurisdiction, and must invite comment from the general public, and all private for-profit, private non-profit, and public transportation providers. From the Federal Transit Administration Circular (FTA C 9070.1F, 5/1/07, Page VIII-2):

“Now, the grant applicant must provide an adequate opportunity for public review and comment on a capital project, and, after providing notice, must hold a public hearing on the project if the project affects significant economic, social, or environmental interests.”

“Under 49 U.S.C. Section 5323(b), any application for a project that will “substantially affect a community or the public transportation service of a community” shall include a certification to the effect that the applicant has:

- a. Provided an adequate opportunity for public review and comment on the project;
- b. Found that the project is consistent with official plans for developing the community.

Title 49 U.S.C. 5323(b)(2) further states, “Notice of hearings under this subsection shall include a concise description of the proposed project; and shall be published in a newspaper of general circulation in the geographic area the project will serve.”

Section 5323(b) must be read in concert with Section 5324(b) which states that FTA must review the public comments and hearing transcript to ascertain that an adequate opportunity to present views was given to all parties having a significant economic, social, or environmental interest in the project, and that FTA must make a written finding to this effect.

FTA notes the public hearing requirements of 49 U.S.C. 5323(b) are separate and apart from the requirements for public participation in statewide and metropolitan planning. All capital projects financially supported by FTA are subject to statewide transportation planning requirements and, in metropolitan areas, to metropolitan planning requirements. FTA and FHWA have codified procedures for compliance with the statewide and metropolitan planning statutory mandates—including the mandates for public participation in the development of long-range plans and Transportation Improvement Programs (TIPs)—in the two agencies’ joint planning regulations. (See 23 CFR part 450 and 49 CFR part 613). **The practical effect of these statewide and metropolitan planning requirements is to provide the opportunity for the public to be informed about and comment on transportation investment decisions, regardless of whether projects will “substantially” affect a particular community and its public transportation service.”**

Need help with your application or plan?

Telephone help is available from the DOT&PF State Transit Office.
Contact Nancy Webb nancy.webb@alaska.gov
or Jessica DeBartolo jessica.debartolo@alaska.gov
or call 1-888-PLAN-DOT

EVALUATION PROCESS

Responsive project proposals will be evaluated by a Project Evaluation Committee (PEC) based on scores derived from the electronic application and staff recommendations and qualitative criteria as identified in the matrix below. Applications will be deemed unresponsive and rejected if the electronic application **and the necessary attachments** are not received by the deadline.

Appeals on grant decisions must be submitted in writing to the State Transit Coordinator (Debbi.Howard@alaska.gov), and are decided by the Director of Program Development at AKDOT&PF. Final decision-making authority for all federal grant awards rests with the Federal Transit Administration in the application for funding from the Commissioner of Transportation and Public Facilities and the Governor of the State of Alaska. The Governor is the final authority for grants from the Alaska Mental Health Trust.

All applicants will be informed of award decisions by June 15, 2011.

Below is information on the evaluation criteria for each project type.

Purchase of Services

Applications for the purchase of services and technology applications will be evaluated on four basic factors:

- 1) Need
- 2) Coordination
- 3) Program Effectiveness
- 4) Grant Effectiveness and Other Factors

Objectives	Mode	Weight	Scoring Standard			
			(5)	(3)	(1)	(0)
NEED – 25 possible points						

Objectives	Mode	Weight	Scoring Standard			
			(5)	(3)	(1)	(0)
1. Demonstration of Need (Q.4-10)	Staff & PEC	5	The project is primarily targeted to fill a transportation gap for the target populations as defined by the application form. There are no other resources within the coordination group to fill the identified need. The gap in service is clearly identified in the coordination plan.	The project offers a new more cost-effective option among others in the coordination area to fill an identified transportation gap in service for the target populations as defined by the application form. The gap in service is clearly identified in the coordination plan.	The applicant(s) demonstrate a minimal need for the project(s). Few clients would be serviced or those who would be served have existing cost-equivalent transit options and/or the service need is not clearly identified in the coordination plan. However the services purchased under this project would enhance mobility, improve quality of life, or provide other benefits to the community target population.	The applicant(s) provide little evidence of need for the project OR the grant documentation is unclear.
COORDINATION – 45 possible points						
2. Implementation of coordination strategies (Q.16-17)	Staff & PEC	2	The identified coordination strategy or strategies are clearly articulated and the project appears to be the most effective and important means of implementing the identified strategy(ies).	The identified coordination strategy or strategies are clearly articulated and the project is a sound approach to implementing the identified strategy(ies).	The project will assist the agency in addressing the identified coordination strategy or strategies, but does not directly implement them, or is an inefficient means of implementing the strategy or strategies.	The project will not effectively implement the identified coordination strategy or strategies, or the strategies themselves are vague, unclear, or otherwise not usefully articulated.

Objectives	Mode	Weight	Scoring Standard			
			(5)	(3)	(1)	(0)
3. Implementation of coordinated service element (Q. 6-7, 11-13, 18)	Staff & PEC	4	The applicant(s) clearly demonstrate that their project(s) will utilize the coordinated service element of their coordination plan or agency profile information about cost per ride to make the most efficient use of available shared resources with the funds received.	The applicant(s) demonstrate that they will utilize the coordinated service element of their coordination plan or agency profile information about cost per ride, but do not demonstrate clearly use of shared resources or efforts to achieve efficiencies within the coordination group.	The connection between the coordinated service element resources or ride cost information and this project is weak or the agency appears to use only minimal resources available for achieving efficiencies through coordination with these funds.	No effort is apparent of using available resources for coordination with this project OR the information provided in the application is inadequate to determine.
4. Client screening and training. (Q.19)	Staff & PEC	2	The applicant(s) illustrate clear, shared procedures that would be used by each agency in the coordination group to screen and train clients and direct them to the lowest cost appropriate transportation alternative.	Individual agencies screen and train clients using their own procedures so that all clients are informed and encouraged to use the most cost efficient, appropriate transportation option for them.	Procedures for screening and training exist but they are weak or not clearly utilized by all the agencies in the coordination group or don't do much to encourage use of the most efficient transportation option.	Collectively, the members of the coordination group have no common understanding of procedures for screening clients or training them to utilize transportation services; OR the information provided in the application is inadequate to determine.
5. Client involvement (Q.20)	Staff & PEC	1	The applicant(s) demonstrate that clients from target populations were themselves directly and actively involved in planning, initiating, or designing the project.	The applicant(s) demonstrate that clients from target populations were consulted throughout the planning and design of the project, and describe at least one way that clients influenced project development.	The applicant(s) demonstrate that target populations were consulted at least once in the development of the project, but there is no evidence of how their input was incorporated into the project design.	Program clients from target populations were not involved directly in the planning for this project OR the information provided in the application is inadequate to determine.

Objectives	Mode	Weight	Scoring Standard			
			(5)	(3)	(1)	(0)
PROGRAM EFFECTIVENESS – 45 possible points						
6. Success in resolving service gaps (Q.4-6, 10,17)	Staff & PEC	3	The purchase of services project will effectively fill most or all of the service gap(s) identified in the application.	The purchase of services project will effectively fill a significant portion of the service gap(s) identified in the application.	The purchase of services project will address one or more service gaps identified in the application, but its impact will be minor overall.	The purchase of service project described does not effectively address any of the service gaps identified, OR the application does not provide sufficient detail to determine whether service gaps are addressed.
7. Resource utilization (Q.11-13)	Staff & PEC	3	The purchase of services project demonstrates that the applicant has excellent strategies for efficiently utilizing resources and controlling costs, as evidenced by: 1) cost factors and performance measures in the Agency Profile that are better than might be expected for the location and type of service provided; 2) cost per ride for the project(s) is similar to or better than the least expensive services offered by coordination partners in the same area that fills the same need; and/or 3) a well-justified explanation for any unusually high costs.	The purchase of services project demonstrates that the applicant is making an effort to utilize resources efficiently and costs are reasonable, as evidenced by: 1) reasonable cost factors and performance measures in the Agency Profile for the location and type of service provided; 2) cost per ride for the project(s) is similar to the mid-range of costs for other coordination partners in the same area that fills the same need; and/or 3) a well-justified explanation for any unusually high costs.	The purchase of services project demonstrates only minimal efforts to utilize resources efficiently. Cost factors and performance measures in the Agency Profile are worse than anticipated for the location and type of service provided, and/or the cost per ride for the project(s) is at the higher end of costs for other coordination partners in the same area to fill the same need. Explanation for the higher costs is provided, but does not fully explain the apparently poor use of resources.	The purchase of services project demonstrates a poor utilization of resources because cost factors and performance measures in the Agency Profile are incomplete or in excess of what would be reasonable for the location and type of service provided; the service(s) proposed are more expensive than services of the same type or for the same need offered by coordination partners, and the extra expense is not justified in the application.

Objectives	Mode	Weight	Scoring Standard			
			(5)	(3)	(1)	(0)
8. Source of funds for payment for services (Q.3, 11)	Staff & PEC	2	The sources of funds identified for payment of services are secure, realistic, and reasonable for all parties.	Sources of funds are realistic, but one or more fund sources (other than this grant) are not yet secure.	The project relies on one or more fund sources that are either unrealistic or uncertain because of competitive grant processes, unreasonable expectations of financial capacity of clients, or other reasons.	The source(s) of funds claimed appear so unrealistic or uncertain as to jeopardize the viability of the project OR it is not possible to determine the sources of funds or shares of funding from the application.
9. Trip tracking for purchase of services (Q.14)	Staff	1	The applicant(s) have a clear and accurate mechanism for tracking trips for billing purposes and reporting, and a stellar history of tracking, billing, and reporting.	The applicant(s) have a mechanism for tracking trips that will provide adequate information for billing and reporting purposes, and have a satisfactory history of tracking, billing and reporting or no history yet.	The applicant(s) have a mechanism for tracking trips that will provide adequate information for billing purposes, but have an unsatisfactory history of tracking trips.	There is no identified mechanism for tracking trips for billing or reporting purposes.
GRANT EFFECTIVENESS AND OTHER FACTORS – 20 possible points						
10. Matching funds (Q.3)	Staff	1	Matching funds are 50% or more of the project cost.	Matching funds greater than or equal to 1/3 (33%) of project cost but less than 50%.	Matching funds are greater than or equal to 25% of project cost but less than 1/3 (33%).	Matching funds are greater than or equal to 20% of project cost but less than 25%.
11. Grant fund usage (Q.3-4, 6, 8, 11)	Staff & PEC	1	Given the project location, projected number of rides, type of rides, and the size of the grant request from the state, this project would be an extremely efficient use of grant dollars.	Given the project location, projected number of rides, type of rides, and the size of the grant request from the state, this project would be an efficient use of grant dollars.	Even taking into account the project location and types of rides provided, the level of service to be offered represents an inefficient use of state grant dollars, although some benefit to target populations would be achieved.	The grant dollars would create a project that duplicates another existing program OR would produce no meaningful benefit for target populations relative to the amount of grant dollars invested.

Objectives	Mode	Weight	Scoring Standard			
			(5)	(3)	(1)	(0)
12. Other positive factors	Staff & PEC	1	There are one or more important factors, not otherwise considered, regarding agency capacity or the specific proposed project that strongly support grant approval.	There are one or more substantive factors, not otherwise considered, regarding agency capacity or the specific proposed project that support grant approval.	There are one or more minor factors, not otherwise considered, regarding agency capacity or the specific proposed project that provide small additional support for grant approval.	There are no other positive factors to consider.
			(-5)	(-3)	(-1)	(0)
13. Other negative factors	Staff & PEC	1	There are one or more important factors, not otherwise considered, regarding agency capacity or the specific proposed project that strongly discourage grant approval.	There are one or more substantive factors, not otherwise considered, regarding agency capacity or the specific proposed project that discourage grant approval.	There are one or more minor factors, not otherwise considered, regarding agency capacity or the specific proposed project that raise small concerns about grant approval.	There are no other negative factors to consider.

Applications for the replacement and new/expansion vehicle applications will be evaluated on four basic factors.

- 1) Need: What is the need for the new or replacement vehicle(s)? How essential is/are the vehicle(s) for providing transportation to the target population? Will the vehicles enable the agency to meet additional needs not presently addressed? For replacement vehicles, how great is the need for the replacement given either the condition or the inadequacy of the vehicle being replaced?
- 2) Coordination: How well has the applicant coordinated this project with statewide strategies and goals, and most importantly, to what degree does this vehicle purchase fit into the coordination strategy and priorities of the local human services coordination group? Does the coordination agreement contain meaningful elements insuring that the vehicle(s) will be used in a coordinated fashion? Will the purchased vehicle(s) be used in coordination with multiple agencies or for multiple purposes?
- 3) Program Effectiveness: Does the applicant have demonstrated capacity to manage its transportation services effectively, and to appropriately and efficiently use the vehicle(s) proposed for purchase? Are costs and funding streams realistic and reasonable for both the vehicle purchase and ongoing operation? Does the agency have the capacity to appropriately operate, maintain, and store its vehicles? Does the agency have a good record for safety and managing risk in its transportation services?
- 4) Grant Effectiveness and Other Factors: Is this project the most effective use of limited grant dollars? Are there other factors, either positive or negative, that reflect on the agency's application or institutional capacity to implement the project?

The first three categories – Need, Coordination, and Program Effectiveness carry roughly equal weight in evaluation. The fourth category carries less weight, and serves primarily as a deciding factor in choosing between otherwise comparable applications.

Planning, Mobility Management and Start-Up

All scoring follows a range of 1-5 points, with a weighting of 1-5.

The match amount (a point for every 10% over required match) and source of match (other agency=2pts, local government=3 pts) will be automatically scored (weight=3). The remaining criteria are qualitative criteria that evaluate for all 3 types of projects the effectiveness or potential for success in the project design and description, the resources committed, the staff dedicated, how much you included both riders and transportation providers in project design and review, and how well the project will implement the policies or objectives of the State Transit Office (highest score) and the particular community's Public Transit-Human Services Coordination Plan. Narratives must present the applicant's current thinking in sufficient detail to demonstrate their understanding of the objectives and the soundness of their proposed approach.

For Mobility Manager, the effectiveness or potential for success in creating a One-Call Center also has the potential for higher scores for this project type.

For Start-Up, the need for initial additional funds must be convincing, and the plan for increasing local support adequate.

For Planning, completion of coordinated plans will be favored over other eligible projects.

AMERICANS WITH DISABILITIES ACT

*Special Aids to Execute Grant Application
Available to Individuals with Disabilities*

The State of Alaska Department of Transportation and Public Facilities complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids or services or special modifications to apply for this state grant should contact State Transit Office, Division of Program Development, at 1-888-PLAN-DOT (1-800-752-6368) or 465-4070 if in Juneau, **no later than Tuesday December 14, 2010 to make any necessary arrangements.**

Hearing Impaired Assistance

Are you hearing impaired or need assistance? Contact us through [Alaska Relay](#).

How to make a relay call?

1. Dial 7-1-1 from anywhere inside Alaska, or dial toll-free (800) 770-8255 from anywhere outside the state.
2. Ask the communication assistant to dial the area code and telephone number you are calling.
3. The communication assistant will type the spoken words to the TTY user and voice the typed words back to the standard phone you are calling.
4. Speak slowly and directly to the person you are calling, not to the relay operator.
5. Remember to say "go ahead" (typed "GA" on the TTY) each time you finish your part of the conversation to let the other person know to respond.